

COUNTRY Germany (Soviet Zone) **CONFIDENTIAL**

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TOPIC Traffic [redacted] for January and February 1951

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EVALUATION [redacted] 25X1 PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT January and February 1951

DATE OBTAINED [redacted] 25X1 DATE PREPARED 10 August 1951

REFERENCES [redacted]

PAGES 3 ENCLOSURES (NO. & TYPE) [redacted]

REMARKS [redacted]

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(NOTE: the figures in parentheses represent similar traffic for the proceeding month)
1. January 1951:

a. Traffic of the Occupation Power:

Sixty-seven (114) trains were run for the Occupation Power. The following reparations goods arrived for transshipment at:

Rostock: 4,958 (4,445) cars including 2,535 with briquettes, 1,069 with cement, 869 with sugar, 143 with cables, 129 with machine parts, 69 with Buna, 53 with coal, 14 with paraffin, 12 with electric machines, and 65 with other goods;

Warnemuende: 390 (657) cars including 261 with sugar, 115 with pit timber, and 14 with onions;

Wismar: 2,173 (1,659) cars including 1,620 with potash, 294 with sodium sulphate, and 259 with sugar.

b. Interzonal Traffic:

Shipments arriving in Herrnburg included 41 (42) trains with 207 (294) loaded cars and 150 (42) empty cars. Shipments dispatched from there to places in the western zones included 42 (43) trains with 710 (275) loaded cars and 640 (664) empty cars. Shipments arriving in Schwanheide included 36 (68) trains with 1,511 (1,043) loaded cars and 2,588 (1,380) empty cars. Shipments dispatched from there to places in the western zones included 31 (71) trains with 4,672 (3,168) loaded cars and 141 (296) empty cars.

c. Traffic with Foreign Countries:

From Poland 754 (551) cars loaded with anthracite coal for German industrial use arrived. The ferry from Denmark carried 515 (984) loaded cars and 52 (111) empty cars on 52 (67) trips, and the boat to Denmark carried 307 (279) loaded cars and 392 (612) empty cars. Of the arriving cars, 479 (932) were destined for the Soviet Zone of Germany and 36 (52) for Czechoslovakia. The cars which left for Denmark included 196 (191) from the Soviet Zone of Germany and 111 (88) from Czechoslovakia.

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CLASSIFICATION [redacted]

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d. Shipping:

Ships which left Rostock included 177 (171) of which: 145 were loaded with briquettes, destined for the Scandinavian countries; 30 with sugar, cement, automobiles and miscellaneous goods for the U.S.S.R.; and 2 with paraffin for Western Germany. Shipping from Warnemuende included 4 (5) ships of which 2 were loaded with sugar and paper for the U.S.S.R., 1 with pit timber for England and 1 with onions for Finland. Shipping from Wismar included 60 (46) ships of which 50 were loaded with potash for the Scandinavian countries, 5 with sodium sulphate for Finland, 4 with sugar for the U.S.S.R. and 1 with barley for Western Germany.

Breakdown of Transshipments from Ship to Rail:

Port	Article	Tons
Rostock	pyrites	6,500
	superphosphate	3,900
	metal	4,400
	ore	2,400
	chemicals	1,260
	coffee and cigarettes	840
	caoutchouc	775
	furs	240
	steel flasks	180
Warnemuende	fish	7,342
	iron	2,550
	polished wood	2,300
	butter	1,929
	cellulose	400
	raw rubber	300
	lead	250
	tannic acid	200
	coffee	150
	cigarettes	10
Wismar	superphosphate	3,210

2. February 1951:

a. Traffic of the Occupation Power:

Forty-nine (67) trains were run for the Occupation Power. The following reparations goods arrived for transshipment at: Rostock: 4,275 (4,958) cars including 1,582 with briquettes, 1,327 with cement, 257 with sugar, 250 with paraffin, 245 with cables, 210 with machines, 148 with clay slabs, 66 with automobiles, 55 with Buna, 35 with coal, 26 with ~~sawn~~ timber, and 74 with other goods; Warnemuende: 770 (390) cars including 711 with cement, 47 with sugar, and 12 with onions; Wismar: 3,528 (2,173) cars including 2,660 with potash, 266 with sodium sulphate, 394 with sugar, 102 with coal, and 66 with sulphur.

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b. Interzonal Traffic:

Shipments arriving in Herrnburg included 29 (41) trains with 254 (207) loaded cars and 23 (150) empty cars. Shipments dispatched from there to places in the western zones included 29 (42) trains with 326 (710) loaded cars and 468 (640) empty cars. Shipments arriving in Schwenheide included 60 (66) trains with 832 (1,511) loaded cars and 747 (2,500) empty cars. Shipments dispatched from there to places in the western zones included 32 (61) trains with 3,798 (4,672) loaded cars and 210 (111) empty cars.

c. Traffic with Foreign Countries:

From Poland 723 (754) cars loaded with anthracite coal for the home industry arrived. In 62 (52) trips, the Danish ferry boat carried 379 (515) loaded cars and 102 (52) empty cars, while the boat to Denmark carried 316 (307) loaded cars and 239 (392) empty cars. Of the cars arriving, 347 (179) were destined for the Soviet Zone of Germany and 32 (16) for Czechoslovakia. The cars which left for Denmark included 213 (196) from the Soviet Zone of Germany and 139 (111) from Czechoslovakia.

d. Shipping:

Ships which left Postock included 91 (177) of which 76 were loaded with briquettes, destined for the Scandinavian countries. 11 with miscellaneous goods, cement and machines for the U.S.S.R., and 1 with paraffin for Holland. Shipping from Tarragona included 10 (4) ships of which 5 were loaded with cement and 3 with sugar for the U.S.S.R., 2 with paper and 1 with onions for West Germany. Shipping from Kiel included 147 (60) ships of which 36 were loaded with potash, 4 with sodium sulphate and 7 with copper for the Scandinavian countries.

Breakdown of Transshipments from Ship to Rail:

Port	Article	Tons
Postock	grain	5,000
	metal	3,300
	pyrites	3,400
	ore	3,500
	timber	310
	wool	750
	machines	300
	cellulose	300
	chemicals	200
	plywood	100
	timber	100
Hernemunde	fish	6,240
	polished wood	1,250
	alumina	600
	cardboard	500
	raw rubber	322
	cigarettes	256
	miscellaneous	180
	goods	100
	bides	94
	red bilberries	120
Nismar	super phosphate	2,253

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